

## HARKNESS BROS.

Dry Goods and Carpet House.

Have the largest stock and choicest patterns of—

## CARPETS

Ever Brought to the City and at

## LOWER PRICES

THAN EVER OFFERED IN THIS VICINITY.

Do Not Fail to Call and Examine Stock Before Purchasing. HARKNESS BROS.

401 BROADWAY,

COUNCIL BLUFFS.



## WILL SAVE YOU TIME, TROUBLE, MONEY

If you buy your GROCERIES &amp; PROVISIONS,

## BOSTON TEA CO.

16 Main and 17 Pearl Street, Council Bluffs.

## COUNCIL BLUFFS RAILROAD TIME TABLE

The following are the times of arrival and departure of trains from the local depot. The trains start from the Union Pacific depot about ten minutes earlier than below stated, and arrive at the depot about ten minutes later.

Trains on pool lines and K. C. run on Chicago time, a half hour faster than local. Washburn trains run on St. Louis time, twenty minutes faster than local. U. P. and Lincoln trains run on Council Bluffs time.

CHICAGO, ROCK ISLAND AND PACIFIC.

Depart. Arrive.

Atlantic Ex. 5:30 p. m. Pacific Ex. 6:45 p. m.

Ex. and Mail. 5:30 a. m. Ex. and Mail. 6:45 p. m.

Des Moines Ex. 7:15 a. m. Des Moines Ex. 6:45 p. m.

CHICAGO, BURLINGTON AND QUINCY.

Depart. Arrive.

Chicago Ex. 5:35 p. m. Council Bluffs Ex. 6:45 a. m.

Mail and Ex. 5:45 a. m. Mail and Ex. 7:50 p. m.

CHICAGO AND NORTHWESTERN.

Depart. Arrive.

Atlantic Ex. 5:35 p. m. Pacific Ex. 6:45 a. m.

Mail and Ex. 5:45 a. m. Mail and Ex. 7:50 p. m.

CHICAGO AND ST. LOUIS.

Depart. Arrive.

Overland Ex. 11:30 a. m. Overland Ex. 4:00 p. m.

Mail and Ex. 11:30 a. m. Mail and Ex. 4:00 p. m.

Des Moines Ex. 11:30 a. m. Des Moines Ex. 4:00 p. m.

Local Ex. 11:30 a. m. Local Ex. 4:00 p. m.

Emigrant Ex. 11:30 a. m. Emigrant Ex. 4:00 p. m.

WARREN, ST. LOUIS AND PACIFIC.

Depart. Arrive.

Mail and Ex. 5:45 a. m. Mail and Ex. 7:50 p. m.

Cannon Ball Ex. 5:45 a. m. Cannon Ball Ex. 7:50 p. m.

ST. LOUIS AND PACIFIC.

Depart. Arrive.

For Sioux City 7:55 a. m. From Sioux City 6:50 p. m.

For Fort Snelling 7:55 a. m. From Fort Snelling 6:50 p. m.

Neb. Ex. 7:55 a. m. Neb. Ex. 6:50 p. m.

For St. Paul 7:55 a. m. From St. Paul 6:50 p. m.

LEAVES OMAHA.

Arrives at Omaha.

Mail and Ex. 7:45 a. m. Pacific Ex. 9:45 a. m.

Atlantic Ex. 8:40 p. m. Mail and Ex. 7:25 p. m.

All trains daily.

CHICAGO, MILWAUKEE AND ST. PAUL.

Leave Council Bluffs. Arrive Council Bluffs.

Mail and Ex. 9:20 a. m. Mail and Ex. 6:50 p. m.

Atlantic Ex. 10:15 p. m. Atlantic Ex. 9:20 p. m.

COUNCIL BLUFFS AND OMAHA STREET RAILWAY.

Leave Council Bluffs. Leave Omaha.

8 a. m. 9 a. m. 10 a. m. 11 a. m. 12 m. 1 p. m. 2 p. m. 3 p. m. 4 p. m. 5 p. m. 6 p. m. 7 p. m. 8 p. m. 9 p. m. 10 p. m. 11 p. m. 12 m.

Street cars run half hourly to the Union Pacific depot. On Sunday the cars begin their trip at 9 o'clock a. m. and run regularly during the day at 9, 11, 1, 3, 5, 7, 9 and 11 o'clock, and run to city time.

## I Have Found It!

Was the examination of a man when he got a box of BUREKA Pile Ointment, which is a simple and sure cure for Piles and all Skin Diseases. Fifty cents by mail, postpaid.

The American Diarrhoea Cure!

Has stood the test for twenty years. Sure cure for all. Never fails. Diarrhoea, Dysentery, and Cholera Morbus.

Deane's Fever and Ague Tonic &amp; Cordial.

It is impossible to supply the rapid sale of the same.

SURE CURE WARRANTED.

For Fever and Ague, and all Malarial troubles. PRICE, \$1.00.

W. J. WHITEHOUSE.

LABORATORY, 1717 ST. LOUIS, OMAHA, NEB.

For Sale by all Druggists.

Or sent by Express on receipt of price. Mailed.

## DR. HORNE'S

## Electric Belt!

This Electric Belt will Cure the Following Diseases Without Medicine.

Pains in the Back, Hip, Head or Limbs, Nervous Debility, Lumbago, General Debility, Rheumatism, Paralysis, Neuritis, Sciatica, Stiffness of the Kidneys, Spinal Disease, Torticollis, Gonorrhea, Sexual Exhaustion, Seminal Emission, Asthma, Heart Disease, Dyspepsia, Constipation, Kewitosis, Indigestion, Hysteria or Hysteroid, Hypochondria, Catarrh, Piles, Etc., Etc., Etc.

Omaha Testimonial.

Omaha, Neb., April 12, 1883.

Dear Sir:—I purchased one of your Electric Belts in Denver, Colo., December, 1882. It relieved the pain across my kidneys and strengthened them so that they give me no more trouble. The pain in my back is relieved immediately which nothing could have done. Your agent here has sold to parties for piles, neuralgia, weakness, neuritis, paralysis, and female weakness, with whom I am acquainted, and the results in each case more than met my expectations. I can refer you to many more who desire it.

Respectfully, DR. M. N. PORTER.

1815 Capitol Ave., Omaha.

For sale at C. F. Goodman's Drug Store, 1180 Farnam Street, Omaha.

## IOWA ITEMS.

Odebolt has organized a water works company.

A new brewery is being built in Tama City.

The Keokuk cannery has 250 acres of tomatoes contracted, besides other truck.

Iowa has 800 creameries, of which 70 are in Delaware county.

The total valuation of Polk county is \$16,220,619, of which more than half comes from Des Moines.

For a piece of Monona county timber land, \$40 per acre was paid last week.

Malleable iron works are to be built at Keokuk.

At Davenport 133 saloonists took out the \$200 license.

At Iowa City a water-motor, run with water from the local depot, supplies power for the electric light.

The managers of the new opera house at Cedar Rapids are making an attempt to get Mrs. Langtry to open the house.

Indications of a valuable lead mine have been discovered at McGregor.

The state camp-meeting of Spiritualists will begin on August 5th at Clinton.

Another artesian well has been found at Eagle Grove, this one on the highest ground in the city.

The water-works at Webster City have been tested and work well. Two streams were turned 85 feet high.

An artesian well with magnetic properties has been struck at Webster City.

Dubuque has raised \$5,000 bonus for a ferry at Eagle Point, just above the city.

David Wilcox, a Tama county blacksmith, while polishing a plow, was killed by the bursting of the wheel. One piece struck his head.

Arthur's creamery at Eagle Grove works the product of 1,200 cows into 600 pounds of butter daily.

The well that supplied the Ida Grove water-works has failed and is to be put down deeper.

Dubuque has two assessments. The one on which the state tax is levied is about two-thirds as much as the assessment on which the city taxes are levied. In this way the city escapes its proportion of the state and county taxes.

There is strife between the middle and western divisions of the Rock Island. Recently Conductor Landon of the middle division had his Creston home gladdened by the coming of three girl babies at one birth. This show of three queens swept the board until on last Tuesday morning Conductor Cassady, a western division man, also living at Creston, was made the proud father of three bouncing baby babies. The three kings held sway at present, but the middle division men say that they don't propose to stay beat.

## How to Avoid Sunstroke.

N. Y. Evening Post.

The New York board of health has issued circulars giving the following directions as to precautions against sunstroke and the treatment of sufferers from that cause:

Sunstroke is caused by excessive heat, and especially if the weather is "muggy."

It is more apt to occur on the second, third or fourth day of a heated term than on the first. Loss of sleep, worry, excitement, close sleeping-rooms, inability to abstain from stimulants, and other causes, predispose to it.

It is more apt to attack those working in the sun, and especially between the hours of 11 o'clock in the morning and 4 o'clock in the afternoon. Have as cool sleeping-rooms as possible. Avoid loss of sleep and all unnecessary fatigue. If working indoors, and where there is an artificial heat, laundries, etc., see that the room is well ventilated. If working in the sun wear a light hat (not black, as it absorbs the heat), straw, etc., and put in side of it on the head a wet cloth on a large leaf; frequently lift the hat from the head and see that the cloth is wet. Do not check perspiration. Drink water when you feel thirsty. Keep up, as perspiration prevents the body from being over heated. Have, when possible, additional shade, as a thin umbrella, when walking; a canvas or board cover when working in the sun. When much fatigued do not go to work, but be excused from work, especially after 11 o'clock in the morning. If, after a few hot days, if the work is in the open, if a feeling of dizziness, headache or exhaustion occurs cease work immediately lie down in a shady and cool place; apply cool cloths to head and pour cool water over head and neck. If any one is over come by heat send immediately for the nearest good physician and let him examine you. The physician give the person cold drinks of water or cold black tea, or cold coffee, if able to swallow. If the skin is hot and dry sponge with or pour cool water over the body and limbs and apply to the head pounded ice wrapped in a towel or other cloth. If there is no ice at hand keep a cool cloth on the head and pour cool water on it, as well as on the body. If the person is pale, very faint and pulse feeble let him inhale ammonia for a few seconds, or give him a teaspoonful of aromatic spirits of ammonia in two tablespoonful of water with a little sugar.

## Mammoth Cave.

Mr. W. C. Constock's formerly of the Ives house, Sedalia, was met at the Laclede yesterday. He has leased the Mammoth Cave hotel, Kentucky, for five years, and is here to look after a reduction of railroad fare between the Louisville exposition and Mammoth Cave, the same as to and from other points.

The original owner of the cave was Dr. John Croghan, a Scotchman, who died in 1839. The ownership then descended to nine heirs of the doctor, three of whom died, and the property is now controlled by trustees, one of whom lives in California, another in Philadelphia and another somewhere else. The ownership of the cave embraces about 5,000 acres on the surface. The purchase of this land became necessary in order to prevent other speculators from sinking a shaft from above down into the cavern, and thereby form other entrances that would divide the profits obtained from visitors to the great natural wonder. A former agent attempted to get a map of the interior passages of the cavern for this purpose, but was hounded off and his design prevented from being consummated. The different avenues of the cavern, if extended in one line, would have a length of 150 miles. The largest room is known as "Mammoth dome," and is 487 feet long, 263 feet wide and the height is 163 feet. About 100 visitors entered the cave last month, most of them coming from the eastern states, England and Scotland. The short route has an extent, going and returning, of nine miles, and the long route is twenty miles. The fee to guides is \$2 the short route and \$3 the long route, including lights. The cavern is illuminated by Bengal lights. The temperature of the cavern is uniform, being 54 degrees Fahrenheit the year round. The old salt-petre works, which were abandoned since the war of 1812, are still seen, the vats and pumps being still in a good state of preservation. About a month ago, Echo river, in the interior of the cavern, was not passable on account of the high water, but the crossing is all right now. This subterranean river is 60 feet wide, 30 feet deep, and boats navigate it a distance of about three-fourths of a mile. No accident has occurred in the cave for several years.

## THE CHANNEL TUNNEL.

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A tall shaft, a steam engine, an air locomotive and a couple of wooden shutes marked the spot, destined, it may be, to abut upon the English month of the channel tunnel—there are other schemes afoot to join London and the extreme point of the continent of Europe in a continuous railway journey and without change of carriages. Mr. Edward Watkin, who is the engineer of the great enterprise in which he is interested, would amount to £3,000,000 sterling and that the tunnel would allow the passage of 250 trains each way every day; at an average speed of forty-five miles an hour. So that the tunnel of 22 miles in length might be traversed in half an hour at a speed, it may be, very much higher than that which is kept up in the longest tunnels of the St. Gothard between Switzerland and Italy. At the bottom of the shaft, at the mouth of the boring, no more than seven feet in diameter from end to end—excepting here and there a somewhat wider square opening, technically called a "turntable," we find a couple of trolleys fitted with seats on either side, after the manner of the tram-cars of the military train familiar to the habits of Wimbledon camp. Running along the sides of the trolley, close to the ground, was a foot-board, like that attached to a railway carriage, and above the seat was a semi-circular hood, lined with red baize, sufficient to protect the head and shoulders from dropping wet or particles of falling debris, but not wide enough to save the legs and feet. By reason of the space taken up in the lower part of the circle, so as to make a level floor, above which the rails were laid, it was necessary that we should sit with knees drawn up and heels bent during the whole time occupied in journeying to the face of the tunnel and back again.

## BATHING IN BURMAH.

The Costumes and Habits of Burmese Women in the Bath—A Suggestion for Dress Reformers.

A correspondent writing from Burmah says that the steamer every night at 6, for traveling after dark upon the river is full of danger. Once it halted near a village so close to the bank that for the first time I had an opportunity of seeing how Burmese bathe.

As they stood there, I saw a troop of girls, women, and children, all smoking enormous thick cheeks that are covered by a kind of green leaf, descended through the sand and stood by the river. A merry group they were—chattering, laughing, slapping each other in fun, and running and shouting. As they stood there by the water's edge with the golden light of the declining sun shining upon them, they displayed many a comely figure and shape-like limb.

The Burmese people go about bare-headed, and when they find the sun uncomfortable they carry a glazed umbrella, such as you may see the Chinese carrying. Their hair is uniformly a glossy black, brushed straight back from the brow, knotted up behind, and as often as not intertwined with orange blossoms, roses or scarlet oleander flowers. Fitting tight over their breasts they wear a bodice of bright colored silk, which, descending to the knees, leaves at the waist a small strip of olive skin exposed. They are not very dressy about the lower part of the body. In fact, they dress only one leg. A piece of colored cloth, called a "tenuin," I think, is folded about their limbs in such a dexterous way that only one limb is exposed. I confess that I rather like the custom, which is so universal that no thought of indecency ever arises. In such attire Diana may have skipped through the woods when she encountered the ill-fated Acteon. The Burmese account for this singular costume in a legend which I dare not repeat. Let it be sufficient to say that it arose from a royal ordinance issued by one of the Queens of Ava many hundred years ago.

The group of Burmese women stood by the water's edge for a short time, when presently they were joined by a number of men and boys, who came tumbling down the sand-bank with a roar of laughter, and then they were heard on the other side of the river. They all walked in together for a short distance and began to undress; but mark you how they did it. Let us take one young woman as an example. She wades until the water is above her knees. In a second she sits down, and, and behold in that brief second she has stripped herself of one of the most dextrous twitches it is possible to conceive. She holds her dress aloft with both hands, folds it in a neat, circular little bundle, and then plants it firmly on her head.

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The bore has cut clean through the gray chalk in a circle as round and true as the inside of a wedding ring. So thoroughly indeed, is the instrument adapted to the work and to the material, that in dry places it is possible to see the chisel-marks made a couple of years ago. At intervals along the route, where it is feared the water might come through, the sides and roof have been paved with lead or clay, and held up with solid iron bands, apparently about eighteen inches wide. Sometimes, in the darkish shades of light, the eye roams about for rivulets, like streams of blood, pouring down the damp walls. Ever and anon there are "faults" in the clayey chalk not yet remedied. So we go on and on, moments seeming as minutes, until the electric lamps cease altogether and the long, dark tunnel is involved in a darkness that would be impenetrable but for the glimmer of a few tallow candles stuck into the bare walls of the cutting. Even a mile or more from the mouth of the shaft it is not difficult to breathe; for the same machine which works the bore pumps drives a continuous supply of fresh air in the seven-foot pipe, which, in turn, forms no more than the nucleus of a tunnel. At a distance of 2,300 yards from the pit-mouth we come upon the simple and wonderful piece of machinery which can pierce through the bed of the sea with extraordinary celerity.

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